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STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



January 19, 2000

FRA-2000-6890-1

Mr. George Gavalla
Associate Administrator for Safety
Federal Railroad Administration
RSS-1
400 North 7th Street, SW
Washington, DC 20590

DEPT. OF TRANSPORTATION
RECEIVED
00 FEB 11 AM 10:43

Dear Mr. Gavalla:

In accordance with 49 CFR, Part 235, the Colorado Department of Transportation (CDOT) is hereby submitting the attached application to discontinue the use of the railroad automatic block signal system on the NA Junction to Towner Line. The State of Colorado purchased the abandoned Towner Line from the Union Pacific Railroad on July 15, 1998. CDOT is currently negotiating with a potential shortline railroad operator to lease/purchase the line.

CDOT would also like to take this opportunity to commend the FRA for the invaluable assistance of Mr. Tom McFarlin, Signal Specialist, in Kansas City and Mr. Steven Fender, Chief Inspector, in Denver.

Sincerely,

Randy Graubeger
Information Management Branch Manager
Colorado Department of Transportation

Attachments

Cc: Mr. Tom McFarlin, FRA (2)
Mr. C. Hammond, CK&P (2)

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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Denver, Colorado 80222
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January 19, 2000

Mr. George Gavalla
Associate Administrator for Safety
Federal Railroad Administration
RSS-1
400 North 7th Street, SW
Washington, DC 20590

Dear Mr. Gavalla:

The Colorado Department of Transportation submits herewith the original and two copies of our application dated January 21, 2000, covering the proposal to:

Discontinue the use of Automatic Block Signals on the 122-mile NA Junction to Towner rail line in southeastern Colorado.

Also attached are three copies each of our following Exhibits "A" through "G":

Exhibit "A" Map showing the location of the NA Junction to Towner Line;

Exhibit "B" Track charts showing changes as set forth in the application;

Exhibit "C" Showing a physical inventory listing of the Automatic Block Signals on the Towner Line;

Exhibit "D" Showing the operating rules that will be enforced in lieu of the ABS System;

Exhibit "E" Showing the proposed train operating schedule for the Towner Line; and

Exhibit "F" Copies of notification letters to the Union Pacific Railroad, Burlington Northern and Santa Fe Railway, and Central Kansas Railway.

Exhibit "G" List of railroad/highway at-grade crossings on the NA Junction to Towner Rail Line.

The following information is submitted in compliance with the requirements of the Signal Inspection Act:

(1) Corporate Name of Applicant:

Colorado Department of Transportation (CDOT)

(2) Manner of Applicant's Involvement:

Colorado Department of Transportation is 100% owner of the Towner Line and is negotiating to lease/sell the line to a qualified shortline operator.

(3) Location of Project:

CDOT 122-mile NA Junction to Towner Rail Line located in southeastern Colorado between NA Junction (ex UP milepost 869.4) and Towner (ex UP milepost 747.5) which was part of the Hoisington Subdivision of the Kansas Division, formerly owned by the Union Pacific Railroad.

At NA Junction, the Towner Rail Line connects with track jointly operated and maintained by BNSF and UP. The joint track is apparently owned by the BNSF at NA Junction based upon a previous Southern Pacific Central Region Timetable (effective 4/14/96), but UP has also stated that they own the track at and west of NA Junction. The joint track is single track with passing sidings and is equipped with CTC.

At the east end of the line near Towner, Colorado, the NA Junction to Towner Rail Line connects with the Central Kansas Railway, an OmniTrax property. The CKR leases the trackage from the UP. The CKR applied for, and received, FRA approval to discontinue the ABS signal system over their leased trackage.

(4) Track or Tracks Involved:

Main Line, passing sidings, and industrial spurs with ABS on the Towner Line.

(5) Description of Proposed Changes:

Discontinue the use of a total of 97 ABS signals on the NA Junction to Towner Line. The heads of the discontinued signals will be turned and bagged. Exhibits "B" and "C" show the ABS signals to be discontinued under the application. The approach signal, 8677, and the headblock location signals, 8694 and 8695, located on the Towner Line at NA Junction will remain in service in accordance with 49 CFR, Part 236. Train and other movements will be authorized and enforced by Track Warrant Control in accordance with established operating rules and procedures (see Exhibit D). Signage stating "End CTC, begin Non-

signalized territory” and “End non-signalized territory, begin CTC” will be installed at the appropriate locations at NA Junction.

The 13 signalized railroad/highway at-grade crossings will NOT be affected by the proposed changes (see Exhibit G).

(6) Reason for Proposed Changes:

The lease and operation of the NA Junction to Towner Line by a shortline railroad operator will normally result in the scheduling of only one train on the line at any given time during the initial years (see Exhibit E). The use of Track Warrant Control for authorizing and enforcing train and other movements over the line in accordance with established operating rules and procedures will provide operational safety in the event that it becomes necessary to operate more than one train at a time over the line.

(7) Beginning and Completion Dates:

The project to discontinue the use of the ABS will begin on approval of the application and will be completed within 120 days.

(8) Changes in Operating Practices:

Track Warrant Control will be used to authorize and enforce train operations and other equipment movements in accordance with established operating rules and procedures (see Exhibit D). The expected maximum operating speed without ABS is 49 mph for freight trains and 59 mph for passenger trains, subject to compliance with Title 49 Part 213, FRA Track Safety Standards.

(9) Safety of Operation:

Safety of operations will not be affected.

(10) Will Proposed Changes Conform To Federal Railroad Administration’s Rules, Standards, and Instructions:

Proposed changes will conform to FRA Rules, Standards, and Instructions.

(11) Number of Trains Per Day:

One train per day, initially.

(12) Number of Hazardous Car Movements Per Month:

Less than 100 hazardous material cars per month.

(13) Plans Attached:

Three copies each of the following:

Exhibit "A" Map showing the location of the NA Junction to Towner Line;

Exhibit "B" Track charts showing changes as set forth in the application (yellow = IN and red = OUT);

Exhibit "C" Showing a physical inventory listing of the Automatic Block Signals located on the Towner Line (yellow = IN and red = OUT);


Exhibit "D" Showing the operating rules that will be enforced in lieu of the ABS System;

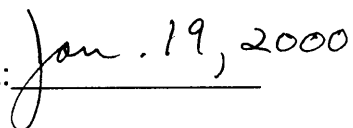
Exhibit "E" Showing the proposed train operating schedule for the Towner Line; and

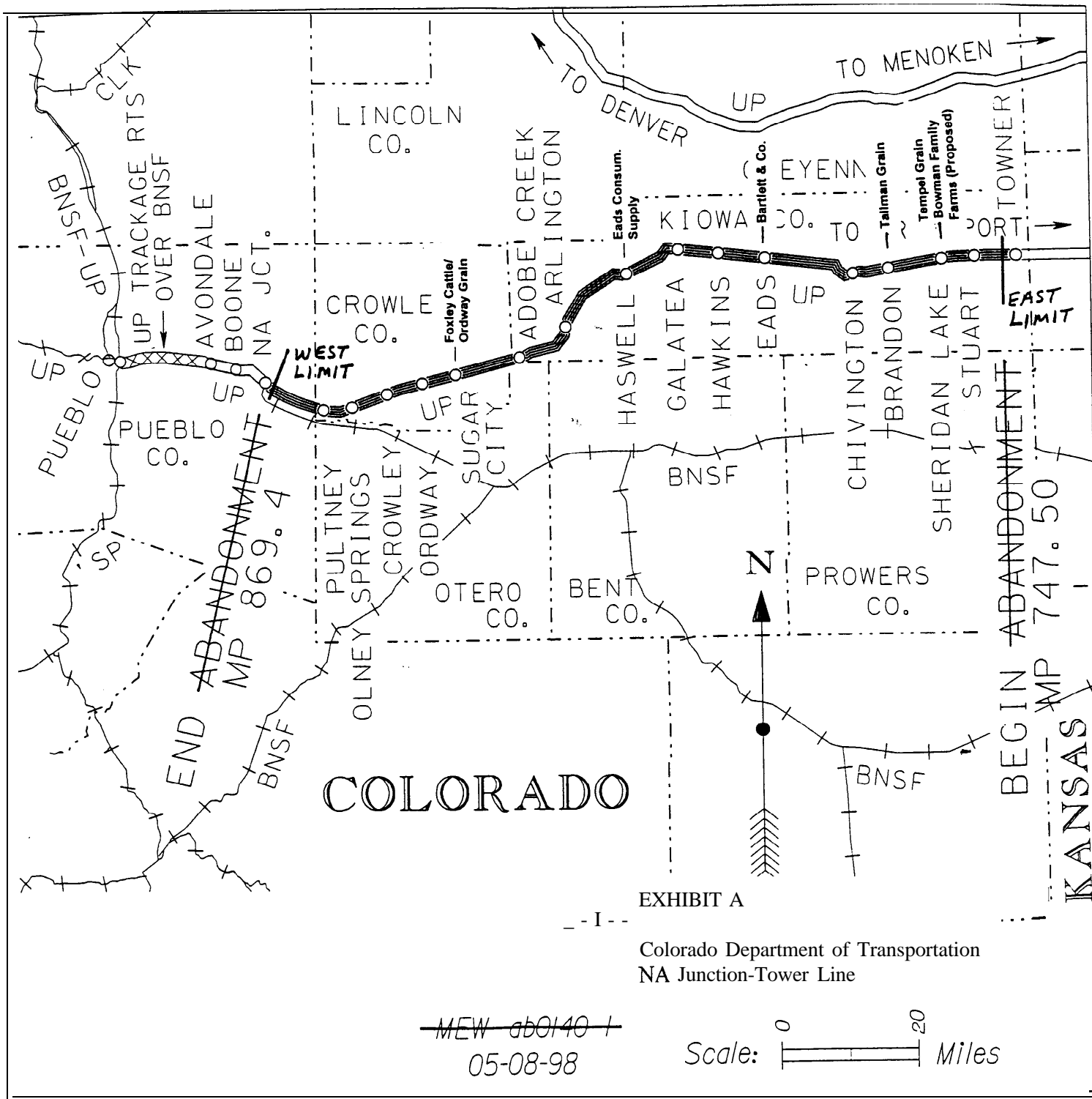
Exhibit "F" Copies of notification letters to the Union Pacific Railroad, Burlington Northern and Santa Fe Railway, and Central Kansas Railway.

Exhibit "G" List of railroad/highway at-grade crossings on the NA Junction to Towner Rail Line.

SUBMITTED BY THE COLORADO DEPARTMENT OF TRANSPORTATION

PER: 
Randy Grauberger, CDOT
Information Management Branch Manager

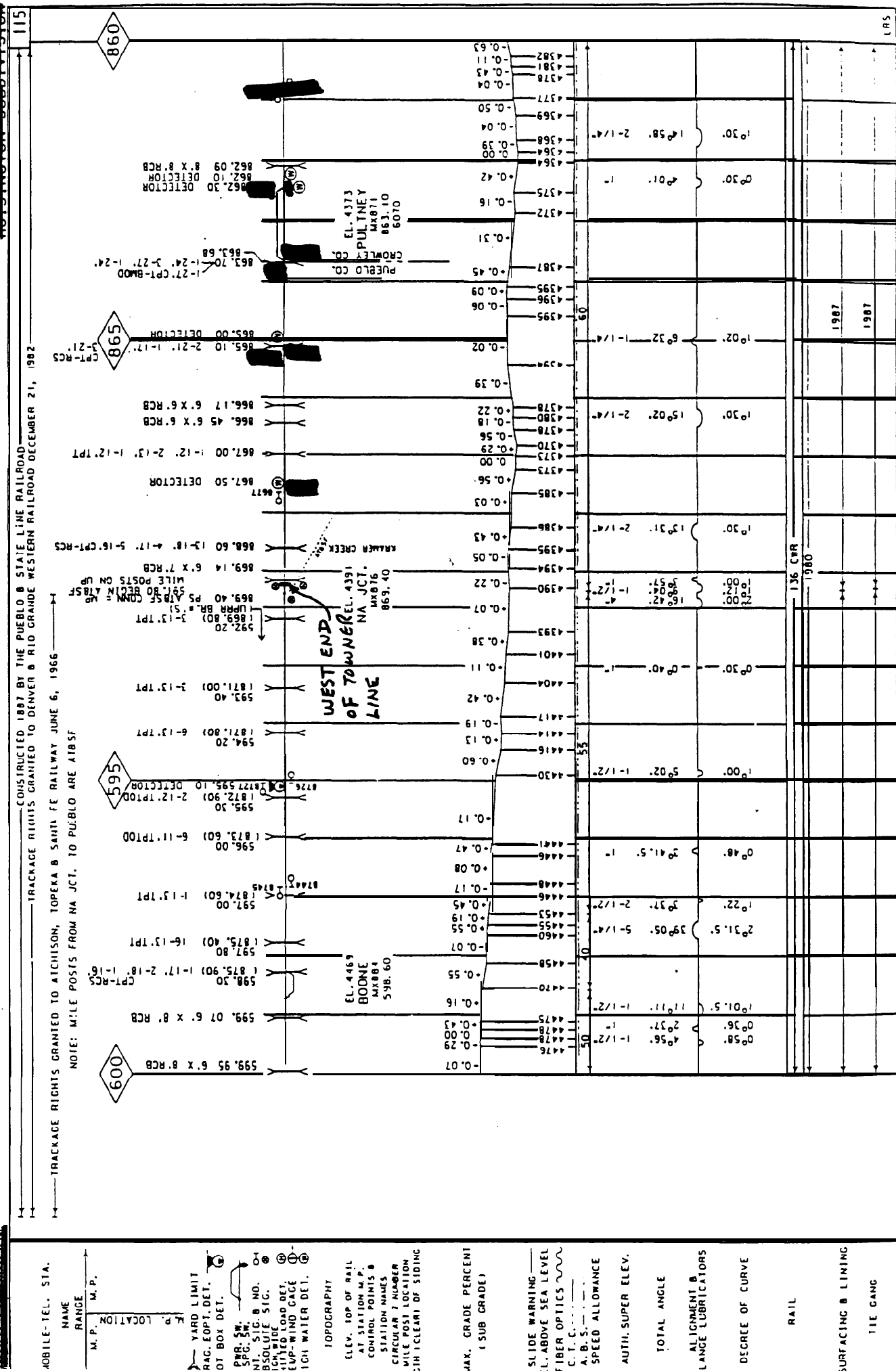
DATE: 



Colorado Department of Transportation
NA Junction-Tower Line (1 of 7)
Yellow=in, Red=out

~~EAST AFRICAN DIVISION~~
NOT RECORDED - 1550

~~NOT STAFF BENT'S NOISE IN T-SHIRT~~
~~NOISE LAID TWENTY~~

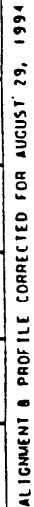


AIL, SURFACING B LINING AND THE GANG CORRECTED FOR JUNE 26, 1991

ALIGNMENT 8 PROFILE CORRECTED FOR OCTOBER 27, 1994

6

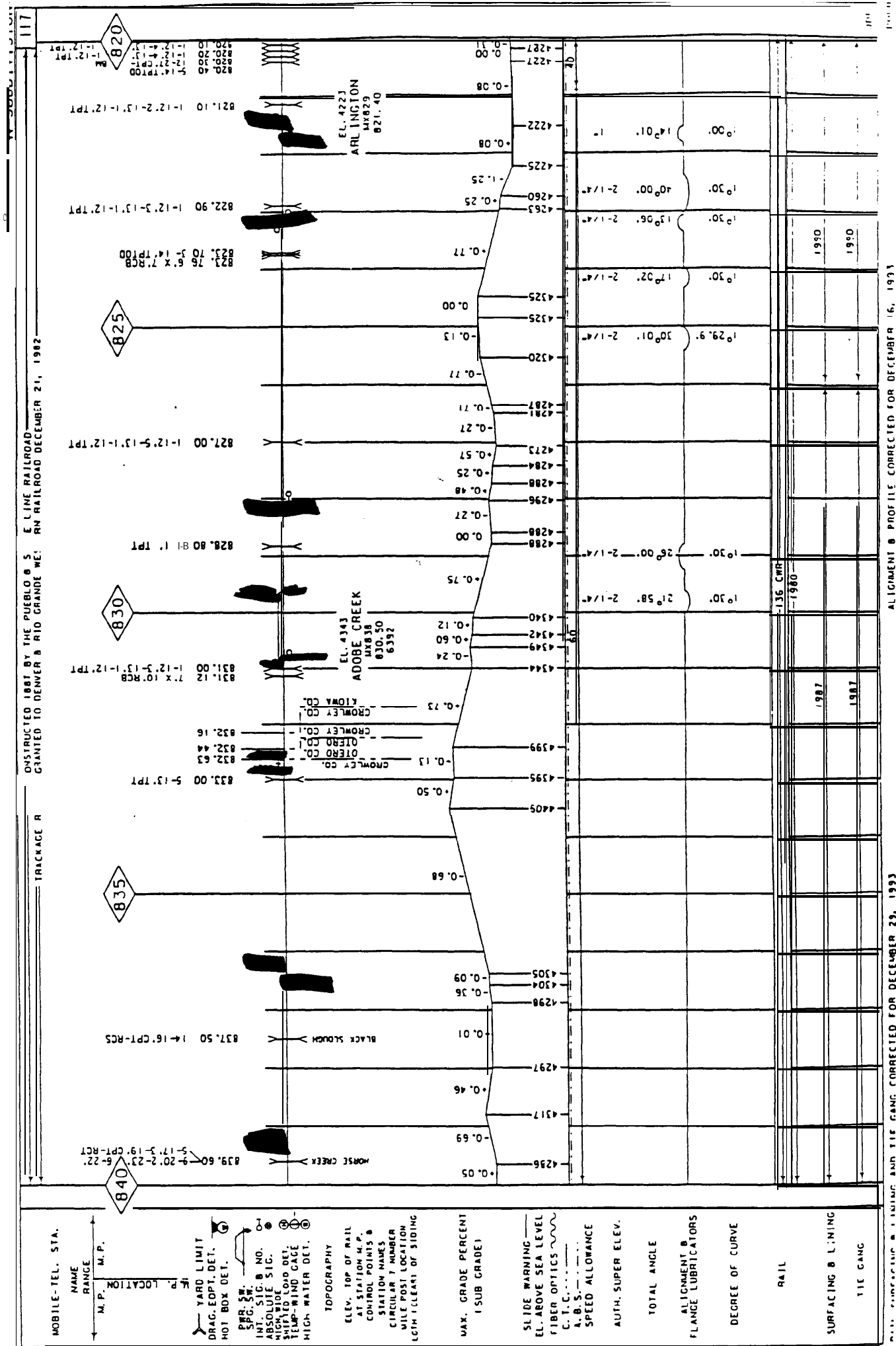
~~CENTRAL DIVISION~~
~~NO. 1 STAIRS NO. 1 STAIRS~~



RAIL SUPPLYING A LINING AND TIE GANG CORRECTED FOR DECEMBER 15, 1987

EXHIBIT B
Colorado Department of Transportation
NA Junction-Tower Line (3 of 7)
Yellow=in, Red=out

~~NOT STAFFED~~
~~NOT STAFFED~~
~~NOT STAFFED~~



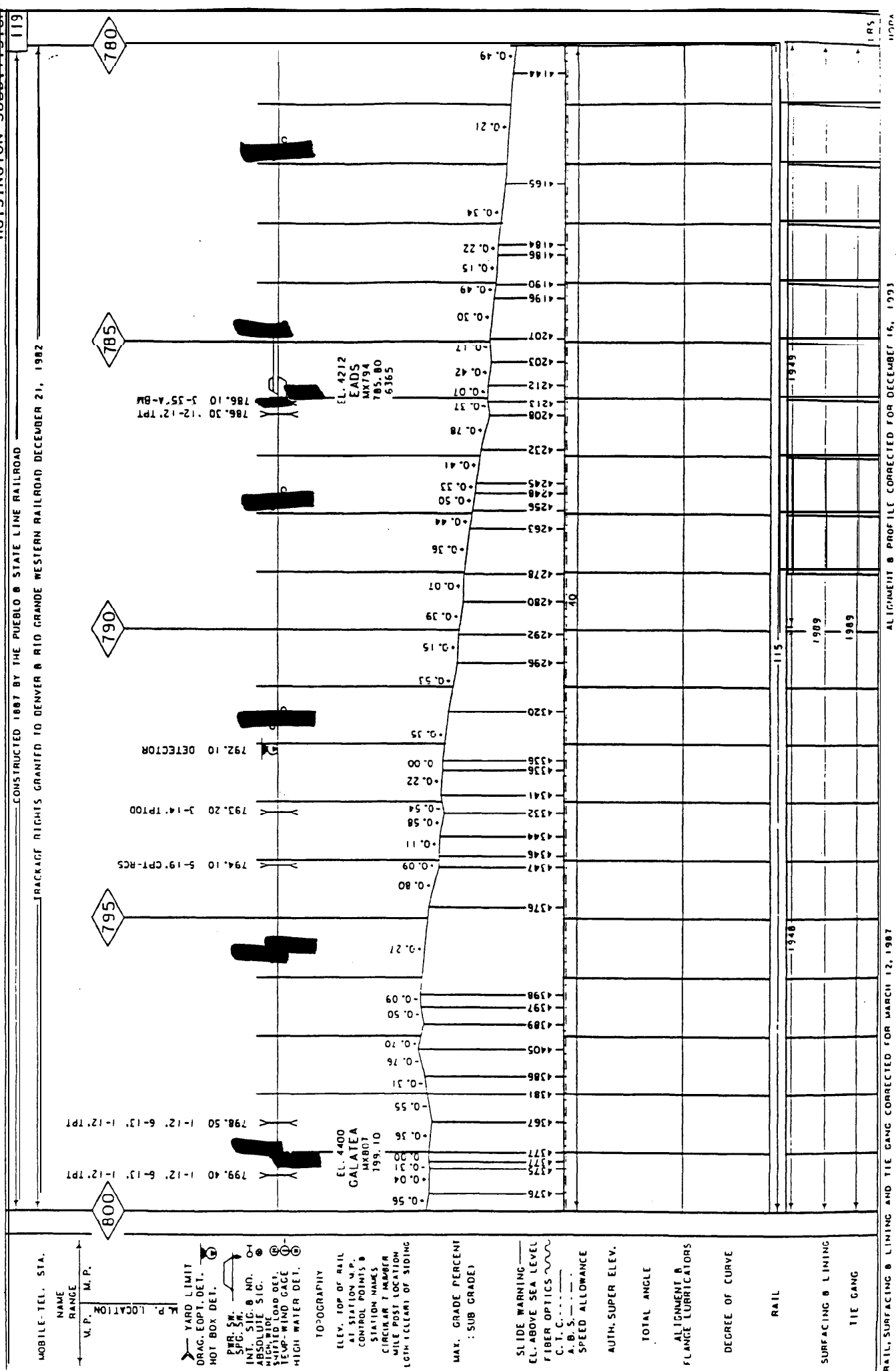
[illegible]

811



Colorado Department of Transportation
NA Junction-Tower Line (5 of 7)
Yellow=in, Red=out

~~NOT STAFFS NO LONGER~~
~~NOT STAFF TWENTY~~
CENTRAL DIVISION



RAIL, SURFACING & LINING AND TIE GANG CORRECTED FOR MARCH 12, 1987

ALIGNMENT & PROFILE CORRECTED FOR DECEMBER 16, 1971

RS-100A

Colorado Department of Transportation
NA Junction-Tower Line (7 of 7)
Yellow=in, Red=out



COLORADO DEPARTMENT OF TRANSPORTATION
NA JUNCTION – TOWNERIAL LINE

EXHIBIT C - **ABS** Signal Locations

Signal Number(s)*	Signal Style	Signal Function
Use of the following ABS signals will be discontinued .		
7498 & 7499	Single mast, double head	Intermediate
7522 & 7523	Single mast, double head	Stuart Siding
7536 & 7537	Pair, single mast, single head	Stuart Siding
7554 & 7555	Single mast, double head	Intermediate
7572 & 7573	Pair, single mast, single head	Sheridan Lake Spur
7582 & 7583	Pair, single mast, single head	Sheridan Lake Spur
7598 & 7599	Single mast, double head	Intermediate
7657	Single mast, single head	Brandon Spur
7664	Single mast, single head	Brandon Spur
7696 & 7697	Single mast, double head	Intermediate
7710 & 7711	Single mast, double head	Chivington Siding
7724 & 7725	Pair, single mast, single head	Chivington Siding
7738 & 7739	Single mast, double head	Intermediate
7768 & 7767	Single mast, double head	Intermediate
7818 & 7817	Pair, single mast, single head	Intermediate
7848 & 7847	Single mast, double head	Eads Siding & Spurs
7860 & 7859	Single mast, double head	Eads Siding & Spurs
7862 & 7861	Single mast, double head	Eads Siding & Spurs
7878 & 7877	Pair, single mast, single head	Intermediate
7916 & 7915	Single mast, double head	Intermediate
7956 & 7955	Single mast, double head	Intermediate
7989	Single mast, single head	Galatea Spur
7992	Single mast, single head	Galatea Spur
8018 & 8019	Pair, single mast, single head	Intermediate
8048 & 8049	Pair, single mast, single head	Intermediate
8062 & 8063	Single mast, double head	Haswell Siding
8078 & 8079	Pair, single mast, single head	Haswell Siding
8094 & 8095	Pair, single mast, single head	Intermediate
8120 & 8121	Pair, single mast, single head	Intermediate
8150 & 8151	Single mast, double head	Intermediate
8188 & 8189	Single mast, double head	Intermediate
8213	Single mast, single head	Arlington Spur
8218	Single mast, single head	Arlington Spur
8232 & 8231	Pair, single mast, single head	Intermediate
8280 & 8281	Pair, single mast, single head	Intermediate (solar)
8296 & 8297	Pair, single mast, single head	Adobe Crk Siding (solar)
8308 & 8309	Pair, single mast, single head	Adobe Creek Siding
8326 & 8327	Single mast, double head	Intermediate (solar)
8361	Single mast, single head	Intermediate

COLORADO DEPARTMENT OF TRANSPORTATION
NA JUNCTION – TOWNERIAL LINE

EXHIBIT C - **ABS** Signal Locations

Signal Number(s)*	Signal Style	Signal Function
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Use of the following **ABS** signals will be discontinued:

8364	Single mast, single head	Intermediate
8393 & 8394	Single mast, double head	Intermediate
8432 & 8433	Pair, single mast, single head	Intermediate
8460 & 8461	Pair, single mast, single head	Ordway Siding & Spur
8480 & 8481	Pair, single mast, single head	Ordway Siding & Spur
8510 & 8511	Pair, single mast, single head	Crowley Industrial Siding
8536 & 8537	Pair, single mast, single head	Crowley Industrial Siding
8566 & 8567	Pair, single mast, single head	Olney Springs Spur
8592 & 8593	Single mast, double head	Olney Springs Spur
8608 & 8609	Pair, single mast, single head	Intermediate
8624 & 8625	Pair, single mast, single head	Pultney Siding
8636 & 8637	Pair, single mast, single head	Pultney Siding
8652 & 8653	Pair, single mast, single head	Intermediate
8676	Single mast, single head	Intermediate

The following **ABS** Signals will remain in service:

8677	Single mast, single head	Approach to NA Jct
8694 & 8695	Pair, single mast, single head	NA Junction headblock location

* Signal numbers represent the approximate milepost locations in tenths of a mile.
 Even numbered signals govern eastward movements and odd numbered signals govern westward movements.

EXHIBIT D

1 of 11

COLORADO KANSAS & PACIFIC

OPERATING RULES NO. 1, Printed August 31, 1999. Effective date to be established by Bulletin.

RULES GOVERNING TRAIN AND ENGINE MOVEMENTS, EMPLOYEE CONDUCT, RADIO TRANSMISSIONS, SAFETY, TRAIN AND AIR BRAKE HANDLING.

Note: Some rule identification letters or numbers are omitted so that rule identifications comply with the General Code. For example, there is no Rule F shown so that Rule G, the universal alcohol and drug rule, will be appropriately identified.

Operating Rules No. 1

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(Suggested Form)
TRACK WARRANT

NO _____, 19____

TO: _____ AT: _____

(Mark "X" in box for each item instructed)

1. () TRACK WARRANT NO: _____ IS VOID
2. () PROCEED FROM _____ TO _____ ON _____ TRACK
3. () WORK BETWEEN _____ AND _____ ON _____ TRACK
4. () THIS AUTHORITY EXPIRES AT _____
5. () NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____
AND _____ AND _____
AT _____
6. () HOLD MAIN TRACK AT LAST NAMED POINT
7. () DO NOT FOUL LIMITS AHEAD OF _____
AND _____ AND _____
8. () CLEAR MAIN TRACK AT LAST NAMED POINT
9. () BETWEEN _____ AND _____ MAKE ALL MOVE-
MENTS AT RESTRICTED SPEED, LIMITS OCCUPIED BY
TRAIN OR ENGINE.
10. () BETWEEN _____ AND _____ MAKE ALL MOVE-
MENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN
AND EQUIPMENT FOULING TRACK.
11. () RULE 99 PROTECTION NOT REQUIRED AGAINST FOLLOWING
TRAINS ON SAME TRACK.

12. () OTHER SPECIFIC INSTRUCTIONS: _____

OK _____ M DISPATCHER _____
COPIED BY _____

OS Loc _____ Date _____ Time _____ BY _____

OS Loc _____ Date _____ Time _____ BY _____

OS Loc _____ Date _____ Time _____ BY _____

OS Loc _____ Date _____ Time _____ BY _____

OS Loc _____ Date _____ Time _____ BY _____

LIMITS REPORTED CLEAR AT _____ M

BY _____

TRACK WARRANT CONTROL (TWC) RULES

TWC RULES APPLICABLE ONLY IN TWC LIMITS.

RULE 400. AUTHORITY: Where designated by timetable, use of main track will be authorized by track warrant, under the direction and over the initials of the employee in charge of traffic control or under the provisions of Rule 93. Where yard limits are in effect, the instructions in track warrants must be complied with.

RULE 401. DESIGNATED LIMITS: The limits of a track warrant must be designated by specifying track, where required, and exact points such as switches, mile posts or identifiable points. Station names may be used.

When a station name is used to designate the first named point, the authority will extend from and including the last siding switch, or from the station sign if no siding.

When a station name is used to designate the last named point, the authority will extend to and including the first siding switch or to the station sign if no siding. At the last named point, authority will extend to but not including the last siding switch when track warrant specifies "hold main track at last named point".

RULE 402. REQUESTING: Employee requesting track warrant must advise the employee in charge of traffic control of the movements to be made and, when applicable, tracks to be used and time required.

RULE 403. COPYING: The conductor and the engineer must have a copy of the track warrant addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on track warrant form provided and repeated to the employee in charge of traffic control who will check and, if correct, will give "OK", the time and his initials. The OK time and initials will be entered on the track warrant and repeated to the employee in charge of traffic control. The track warrant must not be considered in effect until OK time is shown on it. If the track warrant restricts movement or authority previously granted, it must not be considered in effect by the employee in charge of traffic control until acknowledgment of the OK has been received.

Track warrants may be relayed by employees, who must make record on track warrant form. Page 26

RULE 405. MECHANICAL TRANSMISSION: Track warrants may be transmitted mechanically. When so transmitted, repetition will not be required. OK time will be given at the time issued and space provided for name of copying employee may be left blank.

Track warrants restricting the authority or movement of a train must not be sent in this manner unless it is known that the train being restricted will not leave the point without receiving the track warrant.

RULE 406. SPECIFIC INSTRUCTIONS: Track warrants, once in effect, will include specific instructions which must be complied with by those addressed. A track warrant once in effect must not be added to or altered in any manner.

RULE 407. CHANGING TRACK WARRANT: When a track warrant is in effect and it is desired to change the limits or instructions, a new track warrant must be issued with the desired instructions and include the words "Track Warrant No. _____ is Void" giving the number of the track warrant being changed. When a track warrant of a previous date is voided, the date must be included. The previous track warrant mentioned will no longer be in effect.

RULE 408. OPERATING WITH TRACK WARRANT: Track warrant authorizes the train or engine addressed to occupy the main track within designated limits but must not foul a switch at either end of the limits which may be used by an opposing train to clear the main track. Movement must be made as follows:

(1) When authorized to proceed from one point to another, movement is authorized in the direction specified. When a crew member reports to the train dispatcher that train has passed a specific point within the authorized limits, track warrant authority is to be considered void up to that point; or,

(2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

RULE 409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

(1) All trains or engines within the limits have been authorized to move in the same direction and required to provide flag protection to the rear as prescribed by Rule 99. The last train may be relieved of providing flag protection when instructed not to foul limits ahead of any preceding train within the limits.

A train required to provide flag protection to the rear must report clear of limits if main track is cleared before reaching second named point unless a flagman is left to prevent a following train from passing; or,

(2) Two or more trains authorized to "WORK BETWEEN" two specific points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,

(3) Trains are moving through the limits of a train authorized to "WORK BETWEEN" two specific points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits. Flag protection is not required within these limits.

Where track warrant authority includes yard limits, the provisions of Rule 93 apply, but instructions in track warrants must be complied with.

RULE 410. IN EFFECT: A track warrant, once in effect, is in effect until crew member has reported clear of the limits or it has been made void. Crew member must report to the employee in charge of traffic control when they have cleared the limits.

If a time limit is shown on the track warrant, train or engine must be clear of the limits by the time specified, unless another track warrant has been obtained. When unable to contact train dispatcher and time limits have expired, authority is extended until employee in charge of traffic control can be contacted.

RULE 411. MARKING VOID: The word VOID must be written by crew member across each copy of the track warrant when train has been reported clear of the limits or track warrant has been made void.

RULE 412. PROTECTING MEN OR MACHINES: A track warrant may be issued in the same manner as to trains to permit men or machines to occupy or perform maintenance on main track without other protection.

A track warrant must not be issued to protect men or machines within the same or overlapping limits with a train unless:

- (1) All trains authorized to occupy the same or overlapping limits have been authorized to move in one direction only and track warrant specifies that it is granted behind such trains; or,
- (2) Trains authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines and have been instructed to make all movements at restricted speed and to be governed by Employee In Charge of men and/or machines while operating within the authorized Track Warrant limits of the men and/or machines.

Track Warrant of train or trains operating under these conditions will have "X" shown in Box 10 on the Track Warrant and the limits of the men and/or machines shown in the appropriate accompanying spaces. "X" will also be shown in Box 12 together with instructions that the movement of train or trains is to be governed by Employee In Charge of the men and/or machines while within his Track Warrant limits as shown in Box 10.

The Track Warrant issued to Employee In Charge of men and/or machines under these conditions will have Box 12 marked with "X" and the information that train or trains have been or will be given Track Warrant through their limits.

RAILROAD RADIO RULES

RULE 500. REQUIREMENTS: The following rules and requirements cover use of railroad radio systems and govern employees using such systems.

RULE 501. INTERNAL ADJUSTMENTS: All employees, except those specifically authorized by the Federal Communications Commission (FCC) or those holding a current Certified Technicians Certificate, are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license, Certified Technicians Certificate or verification card when on duty.

RULE 502. PROHIBITED TRANSMISSIONS: No employee shall knowingly transmit any false emergency communications, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is **intended or** to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

RULE 503. EMERGENCY CALLS: Any emergency call will be preceded by the word "Emergency" stated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from a station in distress, and, except in answering or aiding that station, shall refrain from sending any communication until there is assurance that no interference will result.

RULE 504. INSPECTIONS: Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

RULE 505. LOCATIONS: The location of radio base and wayside stations, time such stations are attended and assigned channels, will be designated by timetable or other instructions.

RULE 506. TRANSMITTING: Before transmitting, any employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, then give required identification, and listen for acknowledgment from the employee for whom the transmission is intended and must not proceed with the transmission until such acknowledgment is secured.

RULE 507. IDENTIFICATION: Employees transmitting or acknowledging a radio communication must begin with the required identification, and must include the following in the order listed below:

(1) Base or wayside stations;

(a) Name of railroad.

(b) Name and location or other unique designation of office or station.

(2) Mobile units;

(a) Name of railroad.

(b) Train name (number), engine number or words that identify the precise mobile unit. In the event communication is not connected with a train, engine, vehicle, track machine or other identifiable piece of equipment, the term "**packset**" may be used.

If an exchange of communications continues without substantial interruption, identification must be repeated each 15 minutes.

After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgment.

RULE 508. ACKNOWLEDGMENT: An employee receiving a radio call must not delay acknowledgment unless it would interfere with the duties relating to safety.

RULE 509. REPETITION: An employee who receives a transmission must repeat it to the transmitting party except when the communication:

(1) Relates to switching operation;

(2) Is a recorded message from an automatic alarm device; or,

(3) Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

RULE 510. OVER: To indicate to the receiving employee that the transmission is ended and a response is expected, the transmitting employee must say the word "over".

RULE 511. OUT: To indicate to the receiving employee that the exchange of transmissions is complete and no response is expected, the transmitting employee must state his identification followed by the word "out".

RULE 512. MONITORING: When a base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications, and all transmissions directed to a manned station or mobile unit must be acknowledged.

RULE 513. MISUSE: Radio communication must not be used to avoid compliance with any rule.

EXCEPTION: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and if necessary, movement stopped until an understanding has been reached.

RULE 516. OPERATIVE RADIO: Engineers must test the radios at least once during each tour of duty to ensure the radios are working.

RULE 517. TEST TRANSMISSION: Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.

RULE 520. LIEU OF BAND SIGNALS: When radio is being used in lieu of hand signals, both the directions and distance to be traveled must be given. Movement must be stopped in one half the distance specified unless additional instructions are received.

RULE 523. BLASTING OPERATIONS: Radio transmitters must not be operated when located less than 250 feet from blasting operations.

RULE 524. NOTICE OF VIOLATION: The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

RULE 526. CLARITY: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initial letters of railroads.

RECOMMENDED PHONETIC ALPHABET FOR USE IN RADIO TRANSMISSIONS:

A-ALFA	G-GOLF	M-MIKE	S-SIERRA
B-BRAVO	H-HOTEL	N-NOVEMBER	T-TANGO
C-CHARLIE	I-INDIA	O-OSCAR	U-UNIFORM
D-DELTA	J-JULIET	P-PAPA	V-VICTOR
E-ECHO	K-KILO	Q-QUEBEC	W-WHISKEY
F-FOXTROT	L-LIMA	R-ROMEO	X-XRAY
	Y-YANKEE	Z-ZULU	

EXHIBIT E

1064

COLORADO KANSAS & PACIFIC RAILROAD

TIMETABLE NO. 1

Effective 0001 February 1, 2000

Mountain Standard Time is in effect

FOR THE GUIDANCE AND USE OF EMPLOYEES AFFECTED

President.....Cour t Hammond
Vice President
Secretary/Treasurer
General Manager **M. C. McManus**

THE SAFETY OF THE EMPLOYEES AND THE PUBLIC, AND THE SAFE
OPERATION OF TRAINS, ARE THE MOST IMPORTANT CONSIDERATIONS.
GOOD SERVICE LEADING TO CUSTOMER SATISFACTION IS NEXT IN
IMPORTANCE FOLLOWING SAFETY.

SAFETY FIRST

Page 1, Timetable No. 1, effective 0001 February 1, 2000

Colorado Kansas & Pacific Railroad

MILEPOST	WEST Read down	STATIONS	EAST Read up	Capy in Ft	CONNECTED
744.6		STATE LINE 2.0		Conn KSW RR	
746.6		TOWNER YL 5.9			Both
752.5		STUART 5.6	6069		Both
758.1		SHERIDAN LAKE 8.1			East
766.2		BRANDON 5.6			Both
771.8		CHIVINGTON 14.0	6181		Both
785.8		EADS 13.3	6365		Both
799.1		GALATEA 8.6			West
807.7		HASWELL 13.7	6527		Both
821.4		ARLINGTON 9.1			East
830.5		ADOBE CREEK 10.7	6392		Both
841.2		SUGAR CITY 5.2			Both
846.4		ORDWAY 5.5	7234		Both
851.9		CROWLEY 5.4			Both
857.3		OLNEY SPRINGS 5.8			East
863.1		PULTNEY 6.3	6070		Both
869.4		NA Jct. CTC		Conn. BNSF, UP	

Page 2, Timetable No. 1, effective 0001 February 1, 2000

MAXIMUM AUTHORIZED SPEEDS

Between			
MP	and MP	MPH
MP	and MP	MPH
MP	and MP	MPH
MP	and MP	MPH
All Tracks Except Main	"&&&....		10 MPH

Lower speeds must be observed where conditions require.

ADDITIONAL SPEED RESTRICTIONS WITHIN THE ABOVE LIMITS:

Page 3, Timetable No. 1, effective 0001 February 1, 2000

Colorado Kansas & Pacific

SPECIAL INSTRUCTIONS

RULE 93. Yard Limits **Towner** extends from MP 748 to end of CK&P ownership at MP 747. Between MP 747 and MP 745 including **Towner**, be governed by KSW Rules _____. Yard Limits Board is not displayed.

Rule 99. Flagging distance front and rear is 1 1/2 miles.

RULES 400 to 412. The entire Colorado Kansas & Pacific Railroad will be operated under Track Warrant Control (TWC) Rules.

Rule 505. Radio base station is located at _____
Normal hours of operation are _____ to _____ Monday
through Friday.

SAFETY IS EVERYONE'S RESPONSIBILITY

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



November 5, 1999

Mr. Russ Lloyd
Program Manager – Commuter Rail
Union Pacific Railroad
1416 Dodge Street, Room 930
Omaha, NE 68179

Dear Mr. Lloyd:

The Colorado Department of Transportation (CDOT) is hereby providing notice in accordance with **49 CFR, Part 235.13**, that we intend to file an application with the Federal Railroad Administration to discontinue use of the Automatic Block Signal system on the **122-mile NA Junction to Towner rail line**. It is CDOT's intent to retain the absolute signals (signals **8694** and **8695**) and approach signals (signals **8676** and **8677**) located on the **Towner** line in advance of **NA Junction** in order to maintain the required **protection** for the **interlocking**.

COOT purchased the **NA Junction Towner** rail line from the Union Pacific Railroad on July 15, 1998. CDOT is currently conducting negotiations with a potential operator for the **Towner** Line. If negotiations are successful, we hope to have an Operator for the **line** by the first of the year.

Please contact me if you have any questions, objections, or if you require additional information, I can be contacted at the following address:

Randy Grauberger
Information Management Branch Manager
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

303-757-9756 Phone
303-757-9727 Fax

Sincerely,

Randy Grauberger

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



November 5, 1999

Mr. Frank Comiskey
Division Superintendent
Burlington Northern and Santa Fe Railway
3700 Globeville Road
Denver, CO. 80216

Dear Mr. Comiskey:

The Colorado Department of Transportation (CDOT) is hereby providing notice in accordance with 49 CFR, Part 235.13, f that we intend to file an application with the Federal Railroad Administration to discontinue use of the Automatic Block Signal system on the 122-mile NA Junction to Towner rail line. It is CDOT's intent to retain the absolute signals (signals 8694 and 8695) and approach signals (signals 8676 and 8677) located on the Towner line in advance of NA Junction in order to maintain the required protection for the interlocking,

CDOT purchased the NA Junction Towner rail line from the Union Pacific Railroad on July 15, 1998. CDOT is currently conducting negotiations with a potential operator for the Towner Line. If negotiations are successful, we hope to have an operator for the line by the first of the year.

Please contact me if you have any questions, objections, or if you require additional information. I can be contacted at the following address:

Randy Grauberger
Information Management Branch Manager
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

303-757-9756 Phone
303-757-9727 Fax

Sincerely,

Randy Grauberger

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



November 5, 1999

Mr. William Fredrick, President
Central Kansas Railway
1825 West Harry Street
Wichita, KS 67213

Dear Mr. **Fredrick**:

The Colorado Department of **Transportation (CDOT)** is hereby providing notice in accordance with **49 CFR, Part 235.13**, that we intend to file an application with the Federal Railroad **Administration** to discontinue use of the Automatic Block Signal system on the **122-mile NA Junction to Towner** rail line. It is **CDOT's** intent to retain the absolute signals (signals **8694** and **8695**) and approach signals (signals **8676** and **8677**) located on the **Towner** line in advance of **NA Junction** in order to maintain the required protection for the interlocking. **CDOT will** have the selected lease operator contact the **CKR** in order that you can mutually agree on **signage** or other means for delineating and/or protecting your respective operations.

COOT purchased the **NA Junction Towner** rail line from the Union Pacific **Railroad** on July 15, 1998. **CDOT** is currently conducting negotiations with a potential operator for the **Towner** line. If negotiations are successful, we hope to have an operator for the line by the first of the year.

Please contact me if you have any questions, objections, or if you require additional information. I can be contacted at the following address:

Randy **Grauberger**
Information Management Branch Manager
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

303-757-9756 Phone
303-757-9727 Fax

Sincerely,

Randy **Grauberger**

EXHIBIT G
NA Junction to Towner Rail Line Highway/Railroad Crossing Locations

Milepost	Crossing Name	Warning Devices
748.0	Private	None
749.0	County Road 76	Crossbucks
750.0	County Road 75	Crossbucks
751.0	Private	Crossbucks
752.5	Private	None
754.0	County Road 71	Crossbucks
755.0	Private	None
758.2	State Highway 385	Flashers & Gates
760.8	Private	None
762.0	County Road 63	Crossbucks
764.0	County Road 61	Crossbucks
767.0	County Road 58	Crossbucks
768.0	Private	None
771.1	County Road 54	Crossbucks
771.8	County Road 52	Crossbucks
773.2	Private	Crossbucks
777.02	County Road 49	Flashers & Gates
779.1	Private	None
781.0	Private	None
782.1	County Road 44	Crossbucks
783.1	County Road 43	Crossbucks
783.7	Private	None
785.7	Rittgers (Eads)	Flashers & Gates
785.87	Main Street (Eads)	Flashers & Gates
788.15	County Road 38	Crossbucks
789.1	County Road 37	Crossbucks
790.1	County Road 36	Crossbucks
792.1	County Road 34	Crossbucks
793.1	County Road 33	Crossbucks
795.1	County Road 31	Crossbucks
796.1	County Road 30	Crossbucks
799.2	County Road 27	Crossbucks
802.75	County Road 24	Crossbucks
805.0	Private	None
806.1	County Road 21	Crossbucks
806.5	Private	None
807.7	Main Street (Haswell)	Flashers only
807.75	4 th Street	Crossbucks
812.0	Private	None
821.2	County Road F	Crossbucks
821.4	6 th Street (Arlington)	Crossbucks
824.8	Private	None
828.7	County Road 4	Crossbucks
832.44	County Road 1	Crossbucks

EXHIBIT G
NA Junction to **Towner** Rail Line Highway/Railroad Crossing Locations

834.25	Lane 29	Crossbucks
836.25	Lane 27	Crossbucks
837.25	Private	None
839.4	Private	None
840.8	Lane 23	Crossbucks
841.2	SH 96/Colorado ST	Flashers only
841.4	Montana St (Sugar City)	Crossbucks
841.85	Lane 22	Crossbucks
842.9	Lane 21	Crossbucks
843.4	Private	None
843.9	Lane 20	Crossbucks
844.5	Private (Ordway Feed)	None
846.0	SH 71 (Ordway)	Flashers & Gates
846.25	Lake	Crossbucks
846.4	Sherman	Flashers only
846.6	Colorado (Ordway)	Flashers only
847.1	Lane 17	Crossbucks
848.1	Lane 16	Crossbucks
849.15	Lane 15	Crossbucks
849.65	Lane 14.5	Crossbucks
851.07	Lane 13	Crossbucks
852.2	Lane 12 (Crowley)	Flashers only
853.75	Lane 10.5	Crossbucks
854.3	Lane 10	Crossbucks
854.8	Lane 9.5	Crossbucks
855.4	Lane 9	Crossbucks
855.9	Lane 8.5	Crossbucks
856.5	Lane 8	Crossbucks
857.1	Schulyler Av (Olney Spgs)	Crossbucks
857.25	Gould Ave	Flashers only
857.4	Stith Ave (Olney Springs)	Crossbucks
857.5	Lane 7	Crossbucks
861.7	Lane 3	Crossbucks
862.5	Private	Crossbucks
863.1	Private	None
865.7	Private	None
866.2	SH 96	Flashers & Gates
868.2	Private	None
868.57	Nepesta Road (CR-613)	Flashers & Gates

NOTE: Some roads listed as private may actually be County Roads. They are listed as being Private if no road sign could be found.